

Rudder Flutter

Preparation for Annual Aviation Conference Shifts into High Gear

By Frank Lester
Safety and Education Coordinator

On March 23rd, Idaho's inaugural aviation celebration of the new millennium roars to life at the Doubletree Hotel. With less than 60 days remaining, final preparations for the first conference of the 21st Century have ratcheted into high gear. We have pulled out all the stops, increasing our display area by nearly 50% and doubling the number of seminar rooms. Both Idaho-owned and national commercial aviation enterprises, as well as many local flying clubs and aviation organizations, have provided critical support through the purchase of display tables and booths. Additional assistance in the form of financial support has been given by Sun Valley Aviation and Boise Air Service virtually assuring the success of this major event on the Idaho aviation calendar.

Kicking off Idaho's premiere aviation event of the new century will be John Frank of the Cessna Pilots Association (CPA) who is the featured speaker at the luncheon on Thursday. The world's largest aircraft or-

ganization with 11,000 members, Mr. Frank is the founder and Executive Director of the CPA and is considered one of the true experts on all aspects of Cessna aircraft.

Outstanding presentations on maintenance, weather, first aid kits, survival, navigation, instrument procedures and low level flying are planned. Not only have many aviation businesses lent their support as vendors but several are offering their expertise in maintenance related seminars for the pilot and mechanic alike: Teledyne-Continental Motors' on engine opera-

tion, ASSII on aircraft computer maintenance records, Airbelt on seat restraint safety, Parker Aerospace on aircraft wheels and brakes and Precision Propeller on propeller care and maintenance, to name a few. Ed Downs of SkyStar Aircraft will present four seminars, two on ultralights and two on amateur-built aircraft. Other special interest seminars will include hang gliders and hot air balloons. Mick Wilson, whose "How to Crash an Airplane...and Survive!" Seminar was so popular last year,

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**2000
IDAHO
AVIATION
CONFERENCE**

**March 23-25, 2000
Double Tree Hotel
Boise Riverside**

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Idaho Division of
Aeronautics
3483 Rickenbacker
Boise, ID 83705
208/334-8775

RADIO CHATTER....:

By: Frank Lester, Safety and Education
Coordinator

From the Editor...

If you haven't noticed already, this quarter's *Rudder Flutter* is about four weeks later than usual. Software and equipment problems were the chief culprits. Although it is easy to blame the "equipment" for these problems, the situation was truly beyond our control. However, there are several articles whose timelines is very important and a delay of any kind, regardless of the reason, is unacceptable. To those of you affected by this delay, I offer my sincere apologies. I assure all our readers that measures have been taken to avoid a repeat of this situation especially the development of a prudent backup plan. Thank you for your patience.

From the Aeronautics staff...

Be sure to let our able staff know when you sell an aircraft. It is an immense help in keeping our records current and prevents you from getting extraneous mail about an aircraft you no longer own. So please, take a moment and give them as call as soon as possible after the sale is completed.

If you are an instructor, don't forget that under Idaho Code, every pilot domiciled in the state, including students, must register as an airman with the Division of Aeronautics. Referencing "Idaho Code" as a reason for registering sounds a little threatening but think of this: It's only \$12 every two years. For that you receive an Idaho Aeronautical Chart, a copy of the Idaho Airport Directory, with updates, a neat sticker, the quarterly newsletter, the *Rudder Flutter*, and, best of all, your money goes directly toward funding Search and Rescue efforts within Idaho, truly an

(Continued on page 7)

Idaho Airport Managers Hold Annual Conference

By Greg Delavan,
Coeur d'Alene Airport Manager

The Annual Idaho Airport Management Association conference was held at the Sun Valley Resort on October 22, 1999. Representatives of Idaho Congressional/Senate Offices; State Senate; Department of Commerce (DOC), Idaho Transportation Board; Idaho Transportation Department (ITD), Division of Aeronautics; Airport Management; and Airport Consultants attended the one-day meeting. The day began with a brief welcoming to all attendees from IAMA President, Greg Delavan, followed by introductions and a brief explanation regarding what each attendee hoped to accomplish at the meeting.

ITD Deputy Director Keith Bumsted, who discussed the role of ITD and their commitment to Idaho aviation and airports, gave the first presentation. He expressed his concern regarding the inability of the state to participate in funding of half of the local match portion of the Federal Aviation Administration, Airport Improvement Program (AIP) grants. It is of great concern that Idaho airports will lose millions of dollars for essential capital improvements simply because they cannot afford the entire 10% local match.

Aeronautics Administrator, Bart Welsh, presented budget information which clearly illustrated that the traditional source of revenue generated through aviation fuel sales tax would not provide a solution to the funding difficulties.

Department of Commerce Deputy Director, Karl Tueller, provided additional background on their efforts to improve Idaho air service and stressed the importance of aviation for the economics of the state. He detailed the ongoing efforts of the Air Service Task Force and their suc-

cess regarding Boise service and their intention to continue to work for improved service for both intrastate and interstate activity.

The format then changed to open discussion with DOT and DOC where airport representatives and consultants had the opportunity to address both the funding and air service issues. Numerous ideas and questions were discussed which provided no definitive answers but yielded the final agreement to meet for a "results oriented" workshop, which many agreed to attend.

The discussions with elected and appointed officials were highlighted by an informative video presentation from U.S. Representative Mike Simpson, who has remained very diligent on aviation related federal legislation. All of the representatives expressed their support of Idaho airports and requested that attendees keep them informed of ongoing issues.

The meeting then shifted to the business meeting portion of the conference where the association agreed to have a booth at the Idaho Aviation Conference and arrange for meeting time to work on ongoing issues. The general membership unanimously agreed to reinstate Greg Delavan as President and Robin Turner as Vice President, and to elect Lisa Emerick as Secretary/Treasurer.



Aviation Hall of Fame May Not Be Grounded Much Longer

By Roya Camp,
The Idaho Statesman, October 8, 1999
Reprinted with permission

Group still needs to raise \$4.6 million

The promise of more than \$600,000 in cash and airplanes from an anonymous donor could propel a new Boise museum into being.

The pledge was announced Thursday by Idaho Aviation Hall of Fame and Heritage Museum representatives.

Project representatives say the benefactor is a prominent Idaho businessman and philanthropist who wants to stay unidentified for the time being. The donor's gift also includes two historic planes, Bill Miller, the museum board's president, said Thursday.

Members of the non-profit organization, primarily a small group of aviation buffs and World War II and private pilots, have been working for about six years to get the project going.

The Aviation Hall of Fame building, a restoration and education center and two display hangars are planned for construction on Boise Airport property west of the airport on Orchard Street.

Those involved in the planning envision indoor and outdoor display areas and four museum buildings arranged in a rectangular pattern with a display courtyard in the center. The buildings would be linked by walkways surrounded by display aircraft. The cost of project is esti-

mated at \$5 million.

The museum is looking at about 22 acres south of the golf course on Orchard Street, airport Director John Anderson said. The Boise Airport Commission has approved an option for the museum to lease the property; the agreement will go to the City Council once the organization is prepared to go forward, Anderson said.

"They have dedicated that site to us and we need to get our appraisers down," Miller said. "We're pretty optimistic. We've had a couple of

tance.

The museum could be constructed in phases as money becomes available. Until then, Miller is storing memorabilia in a warehouse at Gowen Field.

The museum is meant to preserve Idaho's aviation history and won't compete with the Warhawk Air Museum in Caldwell, which focuses on World War II-era military planes, Miller said.

The state has a long and varied aviation history, according to Gene Nora Jessen. Jessen, a co-owner of Boise Air Service, has been a pilot for 43 years and put herself through college teaching flying.

"United Airlines basically started in Idaho," she said. "At the other end of the spectrum, we have very extensive back-country flying. We really run the whole spectrum, from very basic flying into the mountains up to United Airlines."

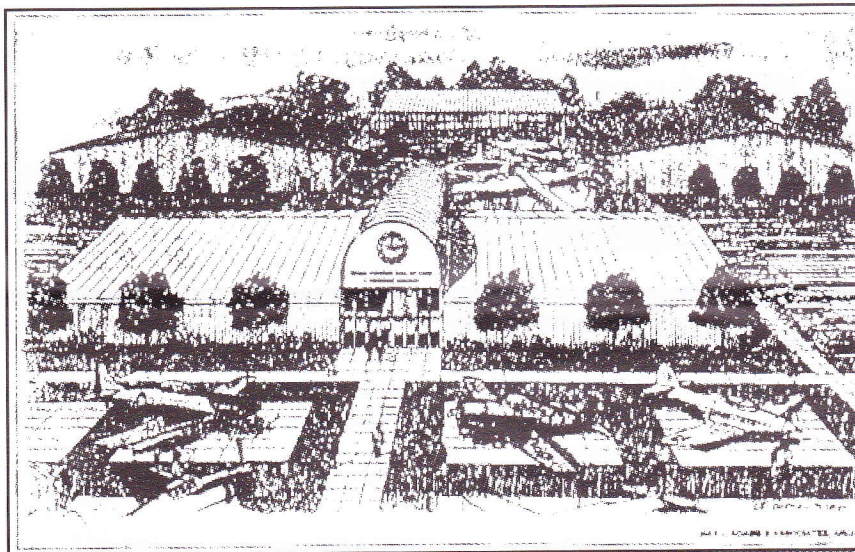
The exhibits and displays will teach children about the past, but also will give them a glimpse

of a possible future. Aviation-related jobs will be explained and exhibited, Jessen said.

"Our goal is to have hands-on training in the museum for aircraft mechanics. It's an area that's crying for people."

News of the pledge came as a surprise to Wayne E. White, a man Miller credited with helping to get talk of the project started. White, now retired in Las Vegas, was the former director of aviation management in Boise State University's College of

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Flight Plans: Here's a rendering of the planned Idaho Aviation Hall of Fame and Aviation Museum. Planners want to build it near the Boise Airport.

meetings with the airport staff on what we need to do to get the lease concluded."

Organizers including Miller, a long-time pilot and former administrator for aeronautics in the Idaho Transportation Department, have contributed \$60,000 of their own money. The group must still raise about \$4.6 million - the remainder of the estimated cost once the \$600,000 contribution is taken into account, Miller said. The organization also has gotten commitments of construction supplies and assis-

The Ninety-Nines 1929-2000

By Jan Peterson
Idaho 99s

Some of you may still be wondering, "Just what are the 99s and where did they get that name?"

The Ninety-Nines, Inc., is an international organization of licensed women pilots from 35 countries. The majority of the nearly 6,000 members are from the United States,

well as with funding assistance. For many years the 99s have sponsored more than 75% of the FAA pilot safety programs.

The organization was founded on November 2, 1929, at Curtiss Field, Valley Stream, Long Island, New York. All 117 women pilots at the time were invited to assemble for mutual support and the advancement of avi-

ation. 86 pilots responded and 26 women attended the first meeting. In 1931, Amelia Earhart was elected the first president, and the group was named for the final number of 99 charter

qualified members for advanced flight training or course work in specialized branches of aviation. In 1998, fifteen AE Scholarships totaling nearly \$49,000 were awarded as well as two United Airlines Type ratings valued at \$20,000. In 1999, one of the Idaho Ninety-Nines, Andrea Peckham, was the recipient of an AE Scholarship.

The Organization is structured in three levels – the local Chapter, a Section of chapters, and International, consisting of all the Sections. In Idaho members belong to three Chapters – the Eastern Idaho Chapter, the Idaho Chapter, and members in northern Idaho belong to the Intermountain Chapter. These Chapters belong to the Northwest Section. Chapters meet each month, the Northwest Section meets once each year, and an International Meeting also occurs once each year. International meetings have taken place all over the world.

Recently the Idaho Chapter has participated in "airmarking" two airports – Payette and Homedale. Airmarking consists of painting names of airports on the runways, compass roses, or other needed painting such as displaced thresholds. Next time you fly over an airport and see the name on the runway it is quite likely that a group of 99s is to be thanked.

The Idaho Chapter will also be presenting a Flying Companion Seminar on March 24 and 25, 2000 in conjunction with the Idaho Avia-

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The new "99s Museum of Women Pilots" which occupies the entire second floor of their headquarters in Oklahoma City

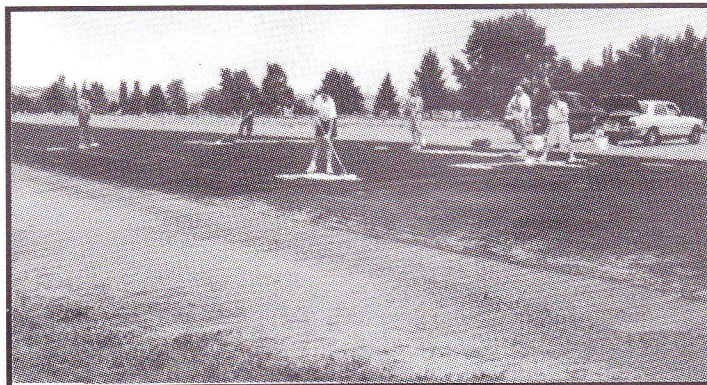
however, in Saudi Arabia where women are not allowed to drive, let alone fly, there are women who are members of the 99s but must travel to another country in order to pilot an airplane. The Ninety-Nines, Inc., is a non-profit 501(C)3 corporation whose purpose is to engage in strictly educational, charitable and/or scientific activities and purposes, and particularly to promote aeronautical science.

Throughout the world, 99s participate in activities such as aerospace workshops for teachers, flight instructor revalidation seminars, flying companion seminars, conduct airport tours for school children, and in the U.S. work with the National Intercollegiate Flying Association's student flying competitions as judges, runners and teachers, as

members.

The 99's headquarters are located on the grounds of the Will Rogers World Airport in Oklahoma City. In July 1999 in conjunction with their 70th anniversary, the 99's Museum of Women Pilots was dedicated and is located on the second floor of the headquarters building. Should you find yourself in Oklahoma City, the museum is well worth a visit!

Each year the 99s award Amelia Earhart (AE) Memorial Scholarships to



The Idaho Chapter of the 99s add improvements to the Payette airport, painting numbers on the runways

Frontline Volunteers: AOPA's Airport Support Network

By Phil Boyer, President
Aircraft Owners and Pilots Association

General Aviation's continuing loss of more than one public-use airport per week gnaws away at our air transport system, eroding its flexibility and utility.

Local pilot associations, airport user groups and courageous individuals are resist anti-airport pressures across the nation. These conflicts require a great deal of political savvy and public relations skill. The Aircraft Owners and Pilots Association, with 60 years of experience in airport battles, has frequently been able to help local pilots and user groups get their message across to politicians and the public. But all too often, the request for help has come too late, well after airport opponents have generated a critical mass of uninformed support or moved quickly to take advantage of public apathy.

An early-warning system was clearly needed. To fill that need, AOPA formed the Airport Support Network (ASN), recruiting volunteers among AOPA members at airports nationwide. Since ASN was created in 1997, more than 680 AOPA members, nominated by their fellow pilots and successfully meeting AOPA's standards, have signed on for one-year renewable terms as unpaid ASN volunteers.

The ASN Volunteers' principal

responsibility is to keep AOPA Headquarters abreast of political and public opinion developments that may affect their airports. They attend public meetings of city and county councils that have airport jurisdiction, reporting to AOPA on the proceedings. When appropriate, they participate in such meetings, representing the General Aviation point of view on contentious issues,

ASN Volunteers help promote local airport activities to enhance the airport's public image. They also act as AOPA liaison with local pilot associations, user groups, airport advisory commissions, and airport management. And they give local officials AOPA-generated information to sharpen their understanding of the airport's value to the community.

Communication between AOPA Headquarters and ASN Volunteers is conducted via the Internet and e-mail to assure rapid relay of information and quick reactions when situations go critical. It's not only in times of crisis, however, that the Airport Support Network goes into action. Experience has shown that the best way of avoiding crises is to keep lines of communication open. Hence, the Volunteers maintain a relationship, not just with AOPA, but also with their local pilot associations, other airport groups and the community.

AOPA has identified 700 "target"

airports meriting special ASN attention, either because of a precarious current situation, or because of an airport's extraordinary importance to General Aviation. Of the current 680+ ASN Volunteers, nearly 300 are located on "target" airports. ASN's goal is 1,100 Volunteers by January 1, 2000, with one at each of the 700 "target" airports. It's an achievable goal, for a very worthy cause.

Pilots who want to help protect and promote their home airport should first find out if the airport already has an ASN Volunteer. (Volunteers are listed on the ASN website, www.aopa.org/asn) If the airport does not yet have a Volunteer, the interested pilot can fill out a nomination form (on the website), either for himself/herself or for a fellow AOPA member who would be willing to work as an ASN Volunteer.

It's a great way to help preserve General Aviation's precious airports!

2000 ACE ACADEMY
July 10-12
Don't Miss the Fun!

The *Rudder Flutter* is published quarterly by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the author and do not necessarily represent the views of the Staff, Administrator or the Department. All reasonable attempts are made to ensure the accuracy of the articles carried herein.

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HOW TO HELP

The Idaho Aviation Hall of Fame and Heritage Museum is seeking volunteers, contributions of money, memorabilia and aircraft and aircraft restoration specialists.

The museum board meets at noon the last Wednesday of each month in the Division of Aeronautics conference room at the Boise Airport. The meetings are open to the public.

To volunteer or for more information, call museum board President Bill Miller at 853-8585

Aviation Hall of Fame

(Continued from page 3)

Business. For the past 11 years, White has served as chairman of Alpha Eta Rho, an international fraternity for collegiate aviation.

"It will really help to illuminate the role of aviation in Idaho history," White said. "This museum program is really going to fit just perfect."

If additional money flows in, work could start near the end of 2000, but it's more likely to begin in the summer of 2001, Miller said.

Now that a significant contribution has been made, museum representatives will talk to business leaders and others who might be able to help.

"I think this will show some people that something is going on," Miller said.

Steven Crook, a fund development consultant for the museum project, said a construction team is being assembled, and organization members are asking high-profile aviators, politicians and corporate leaders in Idaho to get involved. Over the next six -month period, additional large donations will be sought.

"We feel like now we're real," Jessen said. "It'll go now."

Aviation Conference

(Continued from page 1)

will return for four seminars, including presentations on spatial disorientation. Of particular interest will be a seminar by Dave Sheldon who will describe the crash of his C-210 at Dixie. An honest and straightforward discussion of the events that took place, the mistakes and poor decisions that led up to the crash, his presentation was the highlight of a recent safety meeting in Idaho Falls. This is one seminar you don't want to miss. Because of the increase in seminar rooms, many of these presentations will be given at several different times so that you have the opportunity to attend as many and as often as you desire.

Our friends from the Boise FAA Flight Standards District Office have scheduled a meeting with Designated Pilot Examiners (DPE) on Thursday. Following this meeting, flight instructors are invited to meet with the DPEs for a group question and answer session.

As always, many of the seminars are approved for IA, FAR Part 135 operator and Aerial Applicator recertification and are scheduled to allow recertification to be completed during the course of the conference. For the very first time we hope to offer an open seminar on the transportation and handling of dangerous goods and cargo. Although plans are not firm as of this writing, there has been very significant interest in having this course. If we are successful, the course is planned for Saturday and will meet FAR requirements for limited Hazardous Materials handling. Check with your POI to determine what requirements will be satisfied by this training.

In a continuing effort to increase the understanding of aviation, its



Navy Captain and former NASA astronaut, David Walker

economic impact and encourage a greater interest among our young people to pursue an aviation career, the ever popular aviation workshop for elementary and high school teachers returns again this year. Economics have changed the picture from when many of us learned to fly, when we could pump gas, sweep

hangars or wash airplanes for a flight. Today flying is a very expensive proposition, to learn to fly and remain proficient, as well as learning to operate and maintain an aircraft. Here is an excellent opportunity for teachers to experience aviation first hand in ways they can share with their students. The curriculum involves physics, mathematics, aerodynamics and the history of aviation. The

course demonstrates to teachers how they can incorporate aviation into their own lesson plans. Practical examples include, using mathematics to solve navigation problems, teaching graphs through the use of weight and balance, performance and endurance charts, and understanding history through the evolution of flight and the aviation industry. This workshop will be held Thursday and Friday, March 23-24 with college credit available (through BSU) for eligible teachers who complete all coursework. If there is sufficient interest, an orientation flight is planned for participating teachers on Sunday, March 26.

Another extremely popular seminar is the Idaho 99s' Flying Companion Seminar. This year it is scheduled for Friday and Saturday as half-day sessions. Due to the outstanding popularity of this event, please make your reservations early, as seating is limited.

Aside from a busy schedule of events, several opportunities will be available for you to attend and meet with members of a very important segment of aviation. The Idaho Avi-

(Continued on page 8)

Radio Chatter

(Continued from page 2)

investment in **YOUR WELLBE-ING**. Think about it, it's a good deal and worth your consideration. Call us for more information and don't forget your students, it's in their best interest as well.

ACE Academy 2000...

It's that time of year again and planning has begun to accelerate for this year's ACE Academy, scheduled for July 10-12 here in Boise. As always, the program will be a rapid-fire introduction into the field of aviation with the sole purpose of providing each student a small taste of the variety of career paths there for the choosing. The curriculum includes tours of industry, airports and military installations, and concludes with tethered balloon rides and navigation flights. Sprinkled throughout will be informative presentations of the myriad of academic options open to students who choose to pursue a career in aviation. Every year this program proves to be the apex of each student's summer activities. Space is limited to only 40 students, ages 14 to 18. Applications will be mailed out in February. Don't delay, check with your school guidance and career counselors for more information or call the Division of Aeronautics.

1999 Safe Pilot Awards...

Congratulations to Idaho's Safe Pilots for 1999. Each awardee will be honored in this year's aviation conference program and will be recognized as a group at the closing banquet on Saturday, March 25. We hope that you plan to attend so we can honor you and your efforts in making the skies a safer place for all of us who fly. We offer each of you a hearty congratulations and a sincere thank you for your skills and professionalism. Your certificates will be mailed to you in the very near future.

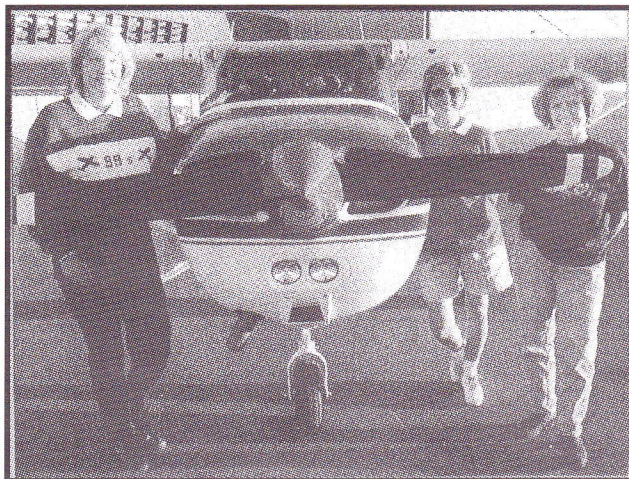
As for 1999, an application will be

Ninety-Nines

(Continued from page 4)

tion Conference in Boise. This seminar is appropriate for any person that flies in the "right seat" and would like to learn more about navigation, radio procedures, aerodynamics, and other topics. For more information please contact the Division of Aeronautics at (208) 334-8776 or dedaniel@itd.state.id.us.

For membership information, please contact Gene Nora Jessen, membership chairman at (208) 383-3304 or gnjflyer@aol.com.



Coeur d'Alene 99s Patti Payne, Helen Perrin and Cheryl Cox
Photo Alan Steiner/ Coeur d'Alene Press, September 11, 1999

found on page 9 for you to complete and return by March 17, 2000. There are two notable changes to the application: First, there is a place for your nickname to be added.

1999 Idaho Safe Pilots

Marc Anderson	Michael Anderson
William Barry	Larry Bubeck
Mark Doerr	Joel Flamenbaum
Robert Gillespie	Robert Glaisyer
Dennis Hain	Harold Hollenbeck
Kristin Houchin	Tom Hudson
James Hutchens	Sandra Jacobson
Paul Jensen	Jim Jorgensen
David Krall	Paul Labeck
James Larkin	Daryl Love
Jack Magee	Clifford Mitchell
Jay Morris	Gene Mussler
John Reeder	James Richardson
William Scherer	Jay Smith
Bart Welsh	James Wiebe
Darren Vaughn	Robert Zufelt

We want to personalize your certificates more by including the name you commonly use, good taste prevailing. However, if you prefer a more formal certificate, just leave this line blank. Second, the calculations of points have been deleted to streamline the application and to conserve space in the *Rudder Flutter*. The calculation of your actual point total will accompany your certificate when it is returned to you. It is imperative that you be clear and accurate when completing your application. Also, beginning with the upcoming Flight Instructor Refresher clinic later this month, abbreviated forms, much like the FAA Wings program, will be available for you to complete and turn in at eligible safety seminars. This will allow us to help you should you inadvertently forget to list a seminar on your application. Any suggestions for improving your program are always important. Please take the time to let us know what you think.

Aviation Conference

(Continued from page 6)

ation Hall of Fame has planned a luncheon for Friday, while the Civil Air Patrol and the Idaho Aviation Association have planned luncheons for Saturday. Each is open to the public but, again, please register early, as seating at these luncheons will be limited as well. The Idaho Airport Management Association will meet

on Friday and the Aeronautics Advisory Board will hold their meeting on Saturday. Both meetings are open to the public.

For the final event of the conference, the Saturday night banquet, retired Navy Captain and former NASA astronaut, David Walker, will be our featured speaker. Captain Walker, a veteran Viet Nam fighter pilot and Navy test pilot, has logged over 724 hours in space on four Space Shuttle missions, one as pilot

and three as commander.

Make plans to attend the best state aviation conference ever. Great speakers, numerous interesting topics, outstanding displays and a festive atmosphere will greet you when you arrive, carrying you from the Kickoff Luncheon to the closing banquet. Call, FAX or email the Division of Aeronautics for your registration packet today. Don't miss the festivities! Join us for the first conference of the new millennium.

New Private Pilots 1999

<u>Pilot</u>	<u>Recommending Instructor</u>	<u>Facility</u>
Steven W Burak	Don Taylor	Emmett
John C Page	Damon Irons	Flight Quest
Jeffrey T Izo	Gerry Green	Verde Aviation
Joshua J Spear	Gerry Green	Verde Aviation
Benjamin C Clark	Robert Russell	Verde Aviation
Victor D Brandt	George Crowe	Flight Quest
Russell D Tacket	Charles Ruffing	Rocky Mountain
Stefan D Essig	Edward Fullmer	Verde Aviation
Mark T Regan	Gerry Green	Verde Aviation
Thomas J Rainey	Edward Fullmer	Verde Aviation
Todd W Hale	Gerry Green	Verde Aviation
Jeffrey D Matlock	Ron Baird	Boise Pilot Shop
Brandon M Kelly	Cliff Theriault	Verde Aviation
Ronald L Woodie	Robert Patrick	Emmett
Anthony J Steffan	Larry J Saenger	Mountain Home
Annette Magee	Lori MacNichol	McCall
Robert Jones-Gauthier	Edward Fullmer	Verde Aviation
Darik P Fong	Edward Fullmer	Verde Aviation
Jay Allan Johnson	Edward Fullmer	Verde Aviation
Theodore J Erickson	Cliff Theriault	Verde Aviation
Mina P More	Lori MacNichol	McCall
Daniel S Brook	Edward Fullmer	Verde Aviation
Lucas J Wilhite	Nathan Penny	Flight Quest
Carol Whiteman	Lori MacNichol	McCall
Chris Yamamoto	Nathan Penny	Flight Quest
James M Robinson	Cliff Theriault	Verde Aviation
Joseph W Domecq	Raymond Cross	Cascade
Danielle L Hawkins	Edward Fullmer	Verde Aviation
Richard J Hunt	Charles Vollmer	Emmett
Nathan E Campbell	Edward Fullmer	Verde Aviation
Robert W Mross	Edward Fullmer	Verde Aviation
Gwenn E McDonald	Cliff Theriault	Verde Aviation
Susan M Dorris	George W Dorris	Cascade

EVENTS

FEBRUARY

18-19 Flight Instructor Refresher Clinic, Airport Holiday Inn, Boise
Frank Lester 208/334-8775

MARCH

23-25 2000 Idaho Aviation Conference, Doubletree Hotel Boise Riverside,
Frank Lester 208/334-8775

MAY

18-21 Challis River of No Return Mountain Flying Clinic
Challis, ID
Bob Plummer 208/879-5900

JUNE

8-11 Challis River of No Return Mountain Flying Clinic
Challis, ID
Bob Plummer 208/879-5900
22-25 Challis River of No Return Mountain Flying Clinic
Challis, ID
Bob Plummer 208/879-5900

JULY

10-12 ACE Academy, Boise
Frank Lester 208/334-8775
11-14 McCall Mountain/Canyon Flying Seminars
Lori MacNichol 208/634-1344

AUGUST

11-13 Family Fly In, McCall, ID
John Goostrey 208/334-1238 or 800/453-0001 (ext 225)
18-20 C-180/185 Club Fly In, Johnson Creek
Al Hewitt 206/441-3052

OCTOBER

27-28 Flight Instructor Refresher Clinic, Shilo Inn, Idaho Falls
Frank Lester 208/334-8775

CALENDAR YEAR 1999 IDAHO SAFE PILOT PROGRAM

(Please print clearly all information)

Name: _____ FAA Certificate No: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Nickname: _____

Certificate: ☐ Student ☐ Private ☐ Commercial ☐ ATP ☐ Other _____

Date of original Private Pilot Certificate: _____

Total flying time at the end of 1999 (12/31/99): _____ Hrs.

Ratings: ☐ Single Engine ☐ Multi-Engine ☐ Seaplane ☐ Glider ☐ CFI ☐ CFII ☐ Helicopter
☐ Other: _____

Have you participated in the Idaho Safe Pilot Programs before? Yes _____ No _____

If yes, the last year you participated in the program was _____

CALENDAR YEAR FLYING AND TRAINING ACTIVITY

A) Total Pilot-In-Command time during 1999: _____ hrs.

B) Aviation safety ground courses attended during 1999: _____

Type Training/Course Title	Date/Location	Instructor
_____	_____	_____
_____	_____	_____
_____	_____	_____

NOTE: By signing this form the applicant verifies that the flying activities and ground training listed is true and accurate to best of his/her knowledge. Additionally, it is an affirmation that the applicant has not been involved in an aircraft accident or been subject to FAA certificate action during the year.

Signature

Date

Mail to: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129 by **April 15, 2000** or
FAX to: Idaho Division of Aeronautics at 208/334-8789 by **April 15, 2000**

Idaho Division of Aeronautics
3483 Rickenbacker / PO Box 7129
Boise, ID 83707-1129

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In Memorium

Lee Daniels

The members of the Aeronautics staff, especially those of us in Safety and Education, wish to extend our condolences to the family and friends of Lee Daniels who recently passed away. Lee was a friend who always had time to help. He assisted us with the annual ACE Academy, volunteering his time, aircraft and skills as a cook. We will miss him and ask that he be granted a direct flight, smooth air and clear skies.